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THE TORQUE·TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume VII • Number 5



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VOL.VII, NO.5 • MARCH 1989

• William E. Olson, Editor •

• 842 Mission Hills Lane, Columbus, Ohio 43235 •

Club News

The bane of every lawyer's existence — and every publisher's — are "typos" and misspelled words. I am not very good at finding and correcting them, and it is fortunate that the ladies who type all this stuff make few mistakes. It is also fortunate that modern electronic typewriters have built-in spelling correction. Where the process tends to fall down is with proper names; words that are spelled right but make no sense in the context; and the like. Thus in the last issue we had (p. 2) "Geroge V" instead of "George"; "Emporer" instead of "Emperor" (p. 3); "Ceasar" instead of "Caesar" (p. 6 — I did it right the first time but not the second). Apologies to the shades of those worthy persons. There are likely others I have not even found.

Most fortunate of all for me, typos and misspelled words are a long-entrenched Club tradition, going back to the very first issue by Dave Lewis*. There has been at least one in every issue since. Thus I can say, not that I fail to correct error, but that I perpetuate a time-honored practice.



*Dave has been identified with the Daniel Boone School of Spelling, so named — presumably — for the inscription said to have been found on a tree in Kentucky: "D. BOON KILD A BAR ON THIS TRE 1775".



FOUNDED BY DAVE LEWIS



ads on the cover

Bohnalite Piston ad from 1935 edition of Europa Touring, a famous motoring guide to Europe distributed by the A.A.A.

"TOUGH AS MULE-HIDE"

This ad from Country Gentleman was aimed specifically at farmers, or at least the more affluent ones, and thus emphasizes durability and economy. One wonders how successful such appeals may have been. One virtue (perhaps the only one) of the transverse leaf springs that Henry Ford stubbornly refused to give up on while he lived was a decent ride over rough roads: Buick wanted the farmers to think its '38 rear coils were just as good, or better. (Ad courtesy of Charles Jekofsky #524.)



BUICK SHOWS

The BCA "Music City" Chapter will host its second annual all-Buick show on April 15 at the Quality Inn Airport in Nashville, Tennessee. Visit Opryland and all the other country music goodies while you're there. More info can be obtained by writing Randy Dozier (#561) at 2933 Armory Drive, Nashville, TN 37222.

Buick Owners of Maryland annual show will be held at Rea Keech Buick on U. S. 40 between Rtes. 29 and I-695 in Ellicott City, MD, June 3. Special class for '37 and '38. Enchanted Forest amusement park, Baltimore attractions are nearby. Contact David Bylsma (#117), 7747 Siden Drive, Hanover, MD 21076.

1989 EASTERN CLUB MEET SEPTEMBER 14-17, 1989

Things are looking better: as of February 15, 14 members had signed up, enough for a respectable if not great showing. The show will go on. Full details on this were included in Issue 2 and will probably be repeated one more time this spring. Registration and hotel forms were sent with Issues 2 and 4. I am not including them again because doing so adds 20 cents postage to each mailing, or about \$70 total, plus about \$35 to copy the forms. Anyone who does not have the forms may obtain some from the Editor. Paul Culp (#508) whose Engine Rebuilding articles and photos have made him an Authentic Folk Hero, has promised to attend to answer questions about that subject, as well as — I hope — give a brief demonstration on photography. We are also hoping that Dave Lewis, one of our other Folk Heroes, will likewise attend. At the '87 meet in Flint, I was kept so busy answering questions that I didn't even look at half the cars, much less any of the Crossroads Village attractions. This year will be different: in addition to providing a team of answer-men, we will have some definite question and answer periods established.

BACK ISSUES

Please do not write to the Editor for back issues: true to my word, as always, I have rid myself of every box, and can now fill the space with (a) this year's issues, and (b) car parts. At the end of each January, all remaining back issues are turned over to Paul Culp (#508), who handles their sale. The proceeds of these sales help to defray some of the expense Paul incurs in doing technical photography for us.

There are still some copies of all Vol. VI issues (9/1/87 - 8/31/88) except No. 5 which is sold out, plus some issues from earlier periods.

Paul B. Culp, Jr.
RR4 - Box 411
Perkasie, PA 18944
215/249-3166

PARTS EXCHANGE

The Parts for Sale ads have burgeoned dramatically, whether due to the threat of spinach souffle, the actual printing of the Glenn Seymour Fruitcake recipe, or some other cause, I do not know. It seems to be either feast or famine.

Speaking of the fruitcake, any living person who can prove beyond a reasonable doubt that he or she has actually baked and eaten the Seymour version will receive an all-expense paid trip to this year's Club Meet.

"BUYER'S GUIDE" — CAN YOU HELP?

Set forth below is an excerpt from a letter to me from Curt Brohard (#554), which is reasonably self-explanatory. Rather than attempting to deal with Curt's request for information myself, I have decided to throw open the questions for response by the members at large. So come on folks, all of you who have bought and sold dozens of cars, how would you guide the neophyte buyer?

In recent issues you have expressed your frustration at the dearth of ads members have submitted for parts for sale and wanted. Speaking from the point of view of someone who has been looking for a '38 Century or Roadmaster I have been frustrated at the relative lack of ads of cars of this type for sale in the Bugle, the Torque Tube or even Hemmings for that matter. I know some people out there occasionally sell their cars!

One other comment-I realize that the vast majority of the club members already own the car that they want. However it might be helpful to have an article on what to look for when buying a '37 or '38 Buick. Where to look out for rust on a particular model or which parts to be sure are present because of their scarcity or difficulty in locating after one has the car. Also it might be helpful to list which of the more commonly encountered accessories are factory or dealer installed and which are strictly after market, such as cowl mounted antennae vs. running board.

(CONTINUED)

An article of this nature would be not only helpful to someone looking for their first car but also to someone who is contemplating a different year or model than they already have. This would be kind of a **'37-'38 Buick Buyers Guide**.

I will prime the pump — so to say — by offering a few comments of my own.

(1) Hard-to-find parts. An excellent way to determine what parts are hard to find is to read, digest, and make note of other people's "Wanted" ads. Over and over in the past few years we have seen — to cite just one example — seekers of Stromberg AA-1, AA-2, AAV-1 and AAV-2 carburetors plus chokes. What does this tell you? Another way is to apply the same study and analysis to "For Sale" ads. Is someone offering a pair of excellent fender lights for \$300? This suggests that: (1) fender lights are frequently damaged, or missing, or badly eroded by weathering; and (2) good ones are hard to find, and thus command a high price. (Both propositions are true.) Per contra, are there many sellers of door handles asking \$3 or \$4 apiece for them? This suggests that one need not worry if a prospective purchase is missing a handle or two. (Also true.) Observe the ads of commercial vendors. Do they all offer front end repair kits for '37 and '38 except series 80 and 90? Exactly so, and we thus quickly get the idea that such parts for Roadmasters and Limiteds are scarce. In fact, many such parts do not exist, and, as spares or replacements, never did. Roadmasters and Limiteds were made in far fewer numbers than Specials and Centuries. Thus, to the extent that the former have parts not interchangeable with the latter, such parts are likely to be scarcer. A few strolls through the Shop Manuals and Master Parts Books (reproductions of which may be purchased) will give you a notion of which parts these are. What parts are reproduced? Again to cite just one example, several commercial vendors offer hubcap reproductions. Not to worry, therefore, if you are missing a few. This kind of study will pay dividends.

(2) The Tinworm. The extent to which rust is a problem depends upon one's capacity to repair it, which in turn depends upon: (a) one's skill at fabrication, welding and finishing of metal panels and possession of equipment needed to do so; or (b) one's skill in finding another person having such skill and tools, and one's capacity to pay such other person substantial sums of money. It is, I daresay, entirely possible to recreate any body part of any car out of sheet steel, but the persons having such skill are few, and those with enough money to pay for it little more numerous, if at all. Therefore, most people look for rust-free cars. (Of course, there are more seekers than cars.) In considering rust, as in considering hard-to-find parts, some logical analysis will help. To illustrate, I will immodestly tell a brief story involving myself.

One of my employer's coal mining companies acquired a "farm," plus numerous items of personal property, to settle a lawsuit. Among such items was a 1948 Pontiac sedan, which I went to inspect. I observed that the car was sitting in a field with weeds grown up around it, that the body was intact and not externally damaged, and that it had 1980 license plates on it. From 10 feet away, and without further inspection, I said: "The floor, the base of the center pillars, and the trunk floor are rusted out." How did I know without looking? The car had plainly sat in the field for at least eight years. A car of that age, obviously unrestored, is almost sure to have leaks around the doors, windows, trunk lid, etc. Water leaking into a closed-up car will be absorbed by the interior carpet, and the jute padding under rubber mats. Once saturated they will never dry out. Same for the bottom end of the fabric on the interior of the pillars. The floor and the base of the pillars will thus rot. All this proved to be true upon closer inspection: the interior carpet was a sodden mass that disintegrated at a touch, and the floor pan was seriously corroded. The outside of the car was not rusty at all.

This anecdote illustrates an important principle: water by itself does not rot cars; the accumulation and retention of water does. Water will be retained in closed areas from which it cannot drain; it will also be retained by dirt, upholstery fabric, jute padding and cardboard. Road salt, when mixed with dirt, will hasten the corrosion. Dirt can plug holes intended to drain water from — say — the bottoms of doors. One could take a '37 or '38 Special, remove all the glass, fabric, floor mats, kick panels, fender welt, etc. etc. and set the bare metal body in a field on blocks. Even if all the paint had been removed, the body would survive with only surface rust for many years. Take the complete car with dirt, grime, fabric, padding, etc. and place it in the same location: it will be seriously rotted in a few years or less. The naked body will not retain water; the complete car will. Gas tanks often are rotted on top but nowhere else. There is a space between the top of the tank and the trunk floor. Dirt, water and — where used — salt will be thrown up into that space and remain there, damp and corrosive. The sides and bottom of the tank will shed water and dirt.

Study the body of your car and try to determine where water can be trapped, and you will be most of the way there.

ENGINE REBUILDING

Paul Culp, our "Engine Rebuilding" series author, started writing about piston rings and found that somehow the more he wrote, the more there was to write. (I have experienced this problem myself.) Unfortunately, therefore, Paul had not quite finished by "press time." "Engine Rebuilding" will resume next month with what I hope will be a comprehensive review of the fitting of rings and wrist pins. We are sorry about this. I have found that although my deadlines are entirely self-imposed, it is unwise not to keep to them: if I fall behind, it is a major problem to catch up.

Happy Motoring! — Bill



FOUR-PASSENGER CONVERTIBLE COUPE — BIRMINGHAM — MODEL No. 86-4

autumn in oregon

BY DOUG NELSON (#51) - SALEM, OREGON

I thought the members might be interested in happenings out here in the Far West, in beautiful Oregon.

This past summer I decided to take brother Marshall's 1937 80-C ("Big Red") over to Dallas, Oregon for their annual pancake feed and car show. This is an "all-comers" event that is non-judged except for a "people's choice" trophy. They have a western band and great food, and everyone has a terrific time. Evidently a lot of people appreciated Marshall's Roadmaster, because he won the trophy out of 135 entries.

The highlight of our activities this year was the fiftieth anniversary of the dedication of Oregon's beautiful "modern" State Capitol Building. The Capitol was dedicated October 1, 1938, and a grand celebration was planned and carried out for October 1, 1988. Part of the plan was to have as many pre-1939 automobiles as possible for a parade and car show. The 1937-1938 Buick Club was well-represented. The planning committee wanted



Doug Nelson with brother Marshall's '37 Roadmaster and trophy at Dallas, Oregon Rotary Club show.

a large open car of 1937-38 vintage to carry the governor and his wife. Guess who got the job! Marshall and Joan in "Big Red." I was right behind the Roadmaster in my '38 Chevrolet convertible with the governor's bodyguard. Ahead of Marshall's car was a 1938 Ford decked out as a state police car carrying several officers in "period" police uniforms. First in the parade was Ken Thorpe of Portland and his '38 Century convertible, with none other than Superman in the rumble seat as grand marshal of the parade. (Superman is also 50 years old in 1938, as most of you know.) Other Club members were Bob Pipkin and his wife Carol driving their '38 Century sport sedan, and my wife Kay driving our '38 Century sport coupe. The day was perfect — 75 degrees and not a cloud in the sky. Governor Neil Goldschmidt and his wife Margie were great sports and dressed up in 1938-style clothes.

This was really a Once-in-a-Lifetime Event!



End of the parade in front of Oregon's 1938 State Capitol.

(CONTINUED)



Oregon Governor Goldschmidt and wife in period costume, posing with Doug Nelson's Chevrolet and in the back seat of Marshall Nelson's '37 Roadmaster, with Marshall at the wheel.





Superman as Grand Marshal in '38 Century convertible.



NEW MEMBERS



Ken Schmidt (#736)
6970 Stampler Way
Sacramento, CA 95828
916/381-5271
'37 41 (3) '37 46
'38 48

James Fuller (#737)
1081 E. Mountain Dr.
Santa Barbara, CA 93108
805/969-4538

Mike Scerbo (#738)
63 Noel Dr.
N. Arlington, NJ 07032
201/991-4495
'37 60

Craig R. Allen (#746)
P.O. Box 365
Laurel, FL 34272
813/485-2364
'37 46-C

Jack H. Frank (#739)
100 S. River St.
Maytown, PA 17550
717/426-3308
'37 40C "37 41

Fred J. Edwards (#740)
7003 Packard St.
Warren, MI 48091
313/756-7167
'38 46

Bill Kruger (#741)
17416 N. 14th Ave.
Phoenix, AZ 85023
'38 61

Don Jones (#742)
7250 Pinehill Rd.
Concord, OH 44077
216/354-5860
'38 46

Paul Burbine (#743)
68 Woodland Ave.
Melrose, MA 02176
617/662-5335
'38 41

James S. Macy (#744)
P.O. Box 1269
Weaverville, CA 96093
'38

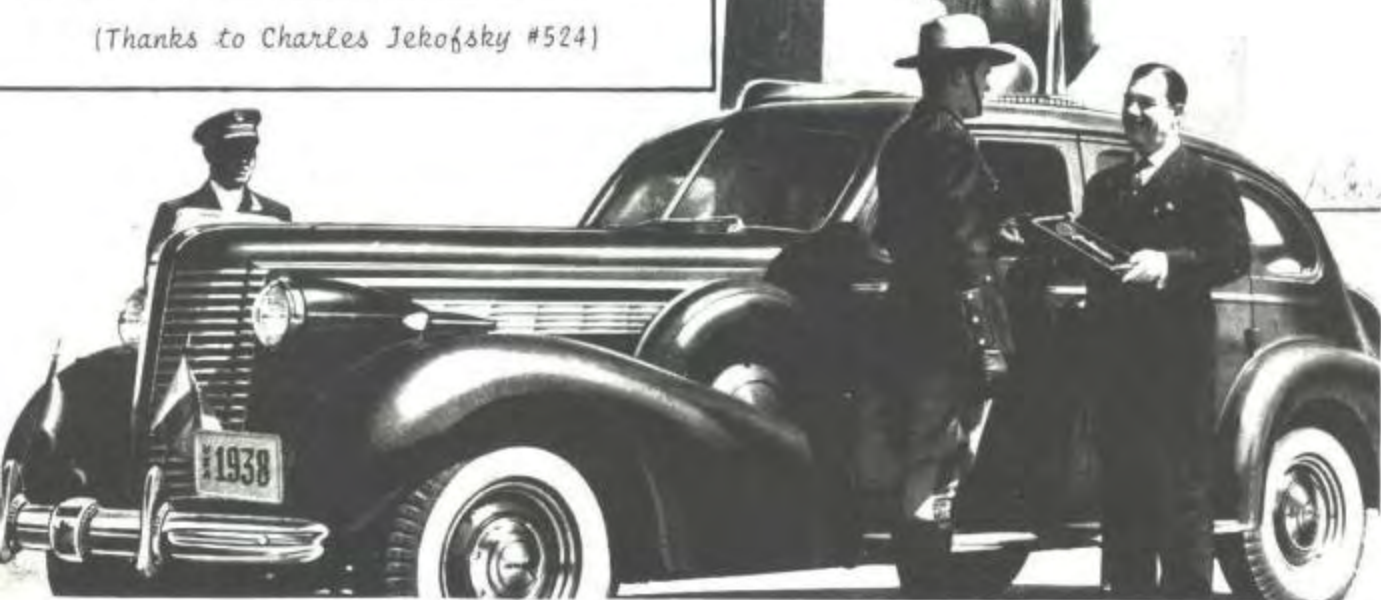
Gus Schissler (#745)
2555 Marinette Dr.
Springfield, OH 45501
513/399-0767
'38 41

BUICK

at the New York World's Fair

EXCERPTS FROM THE BUICK MAGAZINE, JUNE 1938

(Thanks to Charles Jekofsky #524)



STRAIGHT from headquarters of the 1939 New York World's Fair comes the official courier of this great international exposition, to bid all the people of this state welcome to New York City's coming spectacle.

He brings a key to the wonders, the beauty and the fun of the World's Fair—a key he presents to the Governor as the representative of the whole state.

Fittingly enough, he brings that key in a Buick. Fittingly because in Buick itself you find the key to a world of pleasure—again, because Buick itself is example of the marvelous things modern science and industry do for us all.

The satisfactions you enjoy from a Buick start with the lightning-quick power of its DYNAFLASH engine—certainly an engineering highspot today.

The marvelously buoyant travel-comfort you know in a Buick stems from its exclusive new TORQUE-FREE SPRINGING—a bold advance in rear-spring design that not merely gives a jarless ride, but actually lessens skid risks, saves tire wear, makes the whole car more directable.

Proud that Buick was chosen to carry the World's Fair's welcome to you, we're glad to add our voice to that of New York City in urging you to visit this Exposition next year.

And when you plan your trip, if you seek to get the utmost out of it—we suggest you consider traveling by Buick.

We think your dealer can quickly show you that the whole journey will be better fun if you arrange now to make it in this glorious car.



NEW DYNAFLASH ENGINE



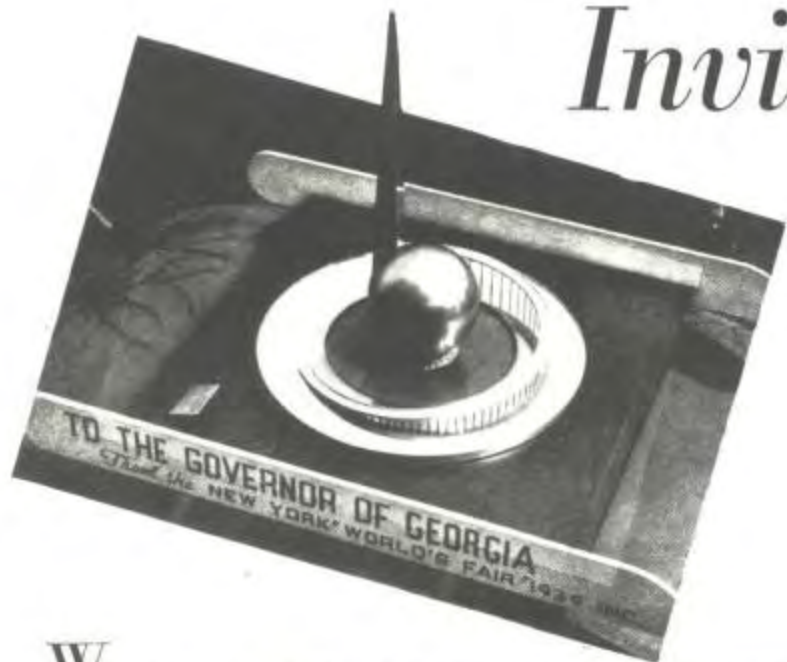
NEW TORQUE-FREE SPRINGING

"Better buy Buick!"

A GENERAL MOTORS VALUE

Inviting guests?

*New York World's Fair
does it better by Buick*



WHEN New York World's Fair gates swing open, on April 30, 1939, the turnstiles will begin clicking up an estimated attendance of about 50,000,000 guests. But these guests won't just wander over—they'll be elaborately invited.

The invitations began to go out on May 2nd, when, after a colorful fair preview in New York City, forty-nine courier cars set out for the national capital and all state capitals. Twenty-five of the forty-nine cars were Buicks—Roadmasters and Limiteds.

All state-bound cars carried stainless steel models of the fair's proposed 200-foot perisphere and 700-foot trylon on their glistening steel tops. All carried the American flag; the orange, blue, and white emblems of the fair; the respective state flag; ornate "keys to the fair;" and an official scroll of honor.

The Buick dispatched to Washington was entrusted with a sterling silver replica of the trylon and perisphere mounted on an engraved sterling silver cigarette box, a gift for President Roosevelt.

Amid ceremony, state governors were presented with keys to the fair and letters of greeting from Governor Herbert H. Lehman

Left: Every courier car bore this model of the fair's trylon and perisphere on its top. Right: fair president, Grover Whalen, inspects the good will insignia on the Buick bound for Tennessee. Directly below: One of the twenty-five Buicks sets out on tour—this one to Georgia. Below at right: The Buick fleet passes in review before enthusiastic crowds at the world's fair preview in New York City.



of New York State and Grover Whalen, president of the fair. The governors then accepted stainless steel models of the fair trylon and perisphere for display in the capitol buildings and signed scrolls of honor.

The scrolls were then carried around to all major cities of each state, to be signed by mayors. Within about four weeks, the forty-nine cars had covered 125,000 miles and had visited about 2,201 cities. Buick dealers and zone executives throughout the country were active on local committees which arranged parades and similar ceremonies to mark the arrival of the state courier.

Besides the national capital, Buick visited the capitals of Alabama, Colorado, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, Ohio, Oklahoma, Tennessee, Texas, Vermont, and Wisconsin.

HE WANTS TO INSURE YOUR VACATION PLEASURE

Your Buick dealer hopes you'll visit some of the places you've read about in *The Buick Magazine*, which he sends to you at his own expense. And he will appreciate an opportunity to insure your vacation pleasure with a common-sense checkup before you leave. Why not drop in and see him soon?



"My Favorite"



BY PETE ECONOMOS (#733) — REHOBOTH, DELAWARE

Enclosed is a picture of my 1937 Special convertible, which I purchased in June 1988. The former owner — "Tony" Romero — had kept it for 31 years. Tony had last entered it in a show in 1973 at Hershey and won a Second Junior. He'd put some 25,000 miles on it since. I went to work on detailing it, and won "Best of Show" at my local car club's annual show in Dover, Delaware (Historical Vehicle Car Club of Delaware). I decided to take it to Hershey last fall, and again it took a Second Junior. Needless to say, I was quite tickled with this accomplishment, as I'm not a professional restorer or anything of the sort. Suffice it to say that I just love this automobile, and all my heart goes into it. I have other cars, but this one is my favorite, and I don't think anything will ever change that.

Some fellows I met at Hershey encouraged me to join the Club — one was from Ohio. Please thank them for me. Accolades for a finely written publication; I'm enjoying it immensely.

* * *

Editor's thanks to Pete Economos, who, incidentally, is our only member in Delaware. This is the sort of member I really like: writes in, sends a good photo, praises the Editor, praises the publication, thanks his fellow man for kindness, doesn't pick at my grammar, doesn't ask me where to find NOS sidemount fenders or put other impossible tasks before me, doesn't ask me something the answer to which was in the last issue, has good handwriting, ... I could go on and on. Welcome aboard, Pete! I hope to meet you in person before long.



ACCESSORIES AND OPTIONS



GUIDE SUPER-RAY LAMPS

BY LOU WILDT (#245) - CINCINNATI, OHIO

In Vol. VII, No. 1 there was a comment about David Bylsma's interesting and unusual auxilliary lamps. They appear very similar to the Guide "Super-Ray" lamps that I have, but I can't tell from the picture whether the badge on the vertical bar is round, or triangular as on the Guide lamps. (Guide was the "official" General Motors lamp.)

There were at least two versions of the Super-Ray. The major difference was the vertical bar with an orange-and-blue "Guide Super-Ray" badge. One version described in Salemen's Bulletin 8-E-30 dated May 1, 1939 has the bar and badge on the exterior of the lens. The version that I have has the bar and badge inside the housing behind the lens, and has a prominent crown on top that must be removed to access the bulb. The badge is not as visible from a side-angled position on this version.

The Super-Ray was a large and impressive lamp. The lens is 7 7/8" in diameter. It was available with either a 50 or 32 candle-power bulb. There was a black partial cap (fog cap) over part of the bulb, so that it was a combination driving and fog lamp. They were expensive by 1938 standards, over \$10.00 a piece.

I think this style lamp is more in harmony with '37-'38 Buick styling than the flat lens Trippe light. However, they don't create quite the nostalgia the Trippe name brings, and they don't have the built-in focusing level.

Bulletin 8-E-30 also indicates that back-up lights were a G.M. accessory in 1939, and perhaps earlier. Rather than being wired to a shift-lever switch as back-up lights are today, they were controlled by an "on-off" dash-mounted switch.

(CONTINUED)



EDITOR'S NOTE: I have not seen either the "Super-Ray" or back-up lamps in any list of 1937 or 1938 G.M. accessories. (The 1928-38 Master Parts Book shows Guide "booster beam" and fog lamps of smaller size, and it may be that Super-Rays and back-up lights were introduced in 1939.) Nonetheless, I think they'd be authentic enough, and in keeping with the cars. What you don't want is sealed-beam stuff.

THE *Guide* SUPER-RAY

COMBINATION

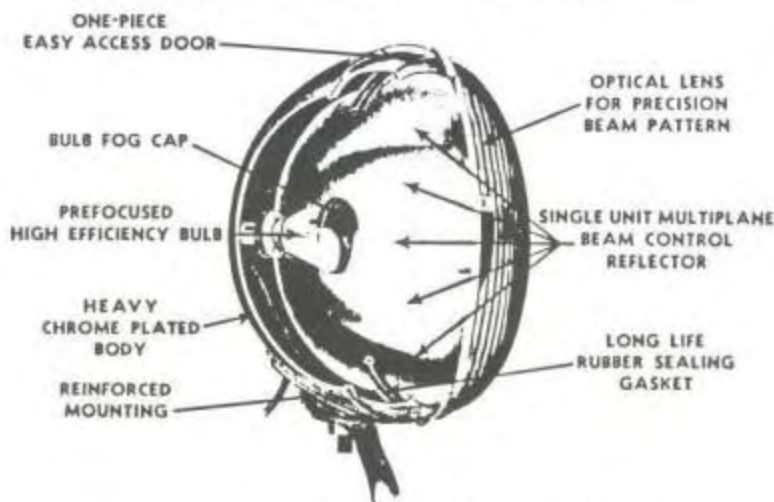
DRIVING and FOG LAMP

FOR GREATER DRIVING SAFETY AT NIGHT

When driving behind this lamp at night, there is no need to "hunch" forward in your seat—no squinting and peering down the road to see. A light that reduces eye-strain to the minimum. Just like day-time driving, the road, curves, signs and ordinary obstacles become clearly visible at 1000 feet or more.

The light beam projected by this lamp fans back from the long range "spot" in such a manner that the immediate foreground as well as distant points are plainly illuminated from ditch to ditch, with no glare to the oncoming car.

REVOLUTIONARY MULTI-PLANE REFLECTOR



HOW THE SUPER-RAY OPERATES

The outstanding feature of the new Guide Super-Ray is the patented *Multi-Plane* reflector.

Individual sections of five different parabolas are incorporated into a one-piece silvered mirror reflector. This reflector intercepts the light from a precision focused bulb filament and in turn each reflector plane or section then reflects a beam to a predetermined part of the road.

Thus the center section, or area of greatest efficiency, directs an intense beam one thousand feet or more down the road. The remaining sections graduate their beams back to directly in front of the car. The result is the concentration of the entire light output directly on the road. No stray light rises above the height of the lamp itself to cause annoying glare for approaching drivers.

SHIPPING INFORMATION

Packed in single cartons—eight cartons to the shipping container.
Weight 44 lbs.

Part No. 929530 covers single lamp in carton complete with mounting bracket, cable and fused switch.

*With 50 C.P. Bulb. If 32 C.P. Bulb is desired, order No. 929566.



No. 929530*

FORM
NO. A-119
SIZE:
15" WIDE
18 1/2" HIGH
12 1/2" DEEP



DISPLAY STAND

A newly designed stand that effectively displays the new Guide Super-Ray Combination Driving and Fog Lamp. The stand is finished in the new Kromolite finish and the sign is in two colors, yellow and blue. Screw holes are so placed that the stand can be securely fastened to a counter if desired. One display stand furnished gratis with four new Guide Super-Ray Combination Driving and Fog Lamps.

Guide BACK-UP LAMPS

Guide Back-Up Lamps supply a simple, effective means of rear illumination which not only provides the driver with rear visibility but also furnishes a means of warning to pedestrians and other cars.

Many accidents occur in backing out of driveways—backing into parked cars, pedestrians walking behind parked cars. Many of these can be prevented with the addition and use of an efficient Back-Up Lamp.

Guide Back-Up Lamps are supplied with a special design clear lens providing a "spread" light which gives ample rear illumination. Both sizes illustrated here are attractive in appearance, weatherproof in construction and manufactured from highest quality materials. They are supplied with universal mounting brackets readily installed on all cars. Furnished with attractive Dash Switch.



PART NO. 929549

Black Enameled Shell with Chrome Plated Lens Bezel. 6" Outside Diameter, with 5½" Diameter Clear Special Type "Spread" Lens. Furnished with 7 ft. 16 gauge wire, 32 C.P. Mazda Bulb — heavy formed steel mounting bracket in Bright Zinc Finish.

Supplied complete with switch. Packed Individually, Weight 2 lbs. 7 oz. Standard Cartons contain 12 Lamps, Weight 29 lbs.

List Price \$3.60

PART NO. 929548

Chrome Plated Shell with Chrome Plated Lens Bezel. 6½" Outside Diameter, with 5½" Diameter Clear Special Type "Spread" Lens. Furnished with 12 ft. 16 gauge wire, 32 C.P. Mazda Bulb, Malleable Iron Mounting Bracket in Bright Zinc Finish.

Supplied complete with switch. Packed Individually, Weight 3 lbs. 8 oz. Standard Carton contains 12 Lamps, Weight 50 lbs.

List Price \$4.80



Guide WARN-RAY LAMPS

A FLASHING RED SAFETY SIGNAL FOR POLICE, FIRE AND AMBULANCE USE



that commands instant attention and respect, and can be seen at long distances in any kind of weather, including bright sunlight. It can be installed quickly and easily. It's surprisingly low in price! Built to Guide standards of dependability and durability, it's an outstanding value.

To make the streets safer for motorists and pedestrians when emergency cars speed on their errands of law, protection and mercy . . . Guide has developed the Warn-Ray Lamp. It's unique, in that it gives a flashing, penetrating red signal—one



Chrome plated brass shell with chrome plated brass lens bezel. 7" outside diameter with 6½" diameter red fluted lens. Furnished with switch and wire, 32 C. P. pre-focused Mazda bulb. Malleable iron mounting bracket with aluminum finish. With or without built-in flasher. Packed individually, weight 4 lbs. Standard carton contains 12 lamps, weight 53 lbs.

	Part Number	List Price
6 volt	922944	\$8.75
(With Flasher)		
6 volt	922397	5.95
(Without Flasher)		
12 volt	922945	9.30
(With Flasher)		
12 volt	922398	6.15
(Without Flasher)		

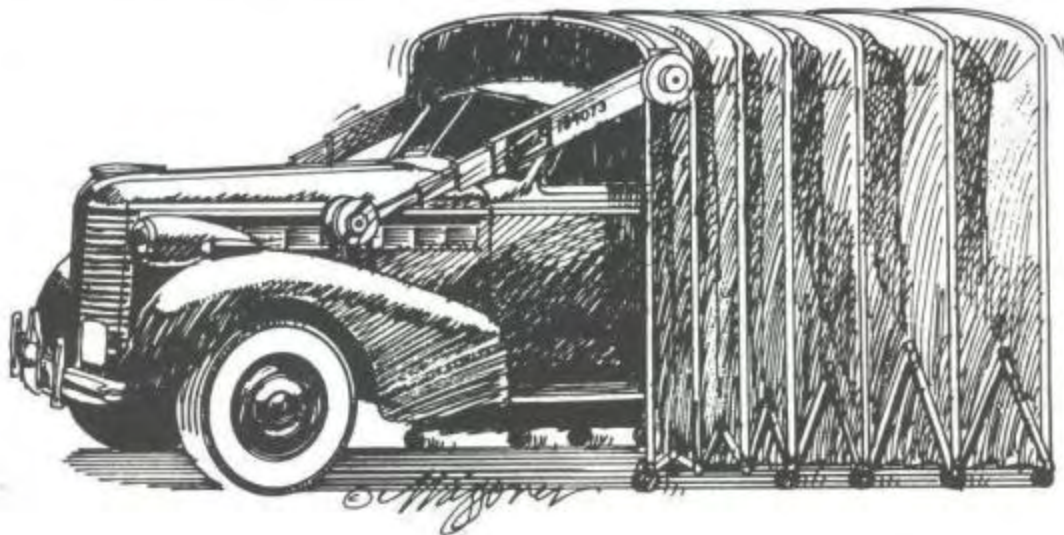
Black enameled shell, with chrome plated lens bezel, 6" outside diameter, with 5½" diameter, red fluted lens. Furnished with switch and wire, 32 C.P. Mazda bulb and heavy, formed steel mounting bracket with black baked enamel finish. Built-in flasher. Available in 6 or 12 volt. Packed individually, weight 2 lbs. 7 oz. Standard carton contains 12 lamps, weight 29 lbs.

	Part Number	List Price
6 volt	929573	\$5.75
(With Flasher)		
12 volt	929576	6.15
(Without Flasher)		

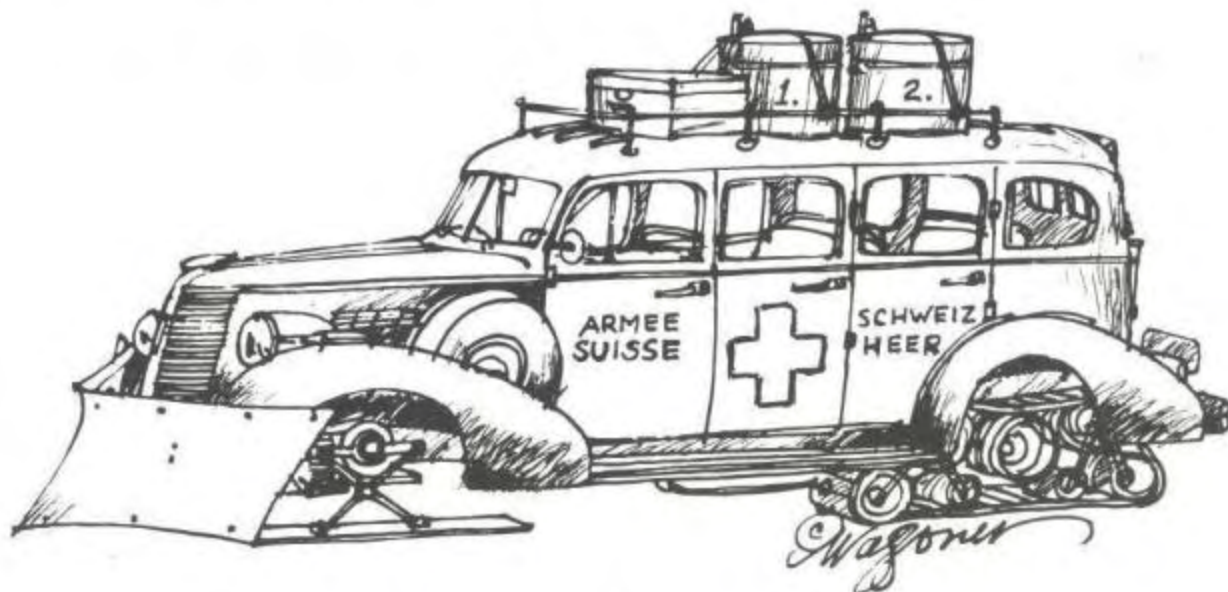


NIKKO *graphy*

These drawings were called "Dug's Doodles" until it was revealed that they are not the work of Dug Waggoner (#10) at all. NIKKO, the Mysterious and Inscrutable Oriental Pen, calls them up from the dim recesses of forgotten endeavor. This bizarre device, called "Auto-Decke," was marketed briefly by a German concern in the 1930's. It did not sell, although the rubberized canvas cover reportedly came in numerous colors including a camouflage version. All you people who are forever searching for storage could use this, if you don't mind drilling a few holes in your fenders.



Another piece of historical research by NIKKO: 1937 Limited converted to a winter rescue patrol vehicle by the Swiss Army in the Pennine Alps. The drums held (1) brandy and (2) gasoline. A fateful (and fatal) confusion of the two was perhaps inevitable even for the precision-minded Swiss, and it is believed they returned to the use of St. Bernard dogs after an embarrassing incident involving the grand-nephew of Count Ziebart of Saxony. The spare wheels could be put on the front in the event of a thaw.



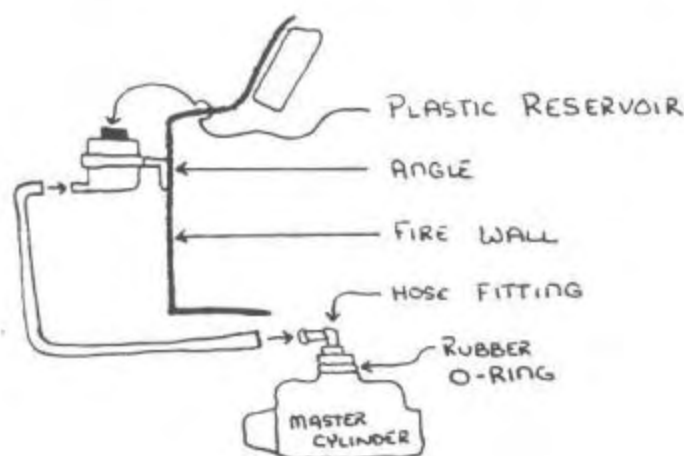


TECHNICAL TIPS



MASTER CYLINDER MODIFICATION

David Bylsma (#117) keeps coming up with little modifications that more than make up in added reliability and convenience what they take away in lessened authenticity. For those who don't need or want a museum-quality car, here's a good one. "Do you wonder how much brake fluid is in your master cylinder?" asks David. "As you know, it is no fun checking it." Right! David went to a junk yard and obtained a plastic reservoir from an '84 Dodge small truck (any similar item would do). He mounted a piece of angle iron to the firewall under the hood, then mounted the plastic reservoir to the angle iron. The master cylinder filler cap was then drilled and tapped to accept a 90-degree hose fitting. Metal tubing or rubber hose connects fitting to plastic reservoir. Add enough fluid so that you can see it in the reservoir. "It may not be original," David says, "but it sure makes adding brake fluid a lot more fun." You could even take the thing off for a judged meet.



GAS TANKS

From time to time, I see people looking for NOS or excellent gas tanks. In my opinion, this is about like looking for the Lost Dutchman Mine: it may be out there somewhere, but your chances are poor. Here are two alternatives to frustrating search.

1. I saw in Hemmings an ad for a firm that claims to custom-make tanks in stainless steel from your sample or drawing. They say they have made over 8000 stainless tanks for antique cars since 1980. (That's 1000 per year, or about 4½ per working day.) I daresay it's not cheap. If anyone has tried this place, please contact the Editor. Rock Valley Antique, Rte. 72, Stillman Valley, IL 61084. 815/645-2271; 800/344-1934.

2. Cover the leaks with epoxy and fiberglass mat. I know this works because I did it on my old '37 Special. In fact, I covered the whole tank. This wasn't a "show-quality" repair, but after the fiberglass-epoxy was sanded and painted flat black,

it didn't look too bad. Sometimes only the top of the tank will have holes, because that is where dirt, road salt, and moisture collect. In such cases the repair will not show at all. This work should be followed by the application of an alcohol-resistant sealer to the inside of the tank. This is probably as good a place as any to remind everyone that silicone sealing or gasket compounds should never be used in any location where they may come in contact with gasoline. (This is not chatter, folks: the bitter experience of several members has shown that silicone and gasoline inevitably make a clogged fuel system.)

KNEE-ACTION SHOCKS

The slightest leak will empty a "knee-action" shock absorber in 50 miles. Charles Jekofsky (#524) recently reminded me of a helpful "tip" published three or four years ago that bears repetition. Leaks can frequently be stopped by use of motorcycle fork oil. This has some kind of swelling agent in it that acts on the seals, and is used by the dudes who pilot "dem bad hog mosheens" (Harleys to you). Upon screwing up his courage enough to visit a "bike parts" store, Charles found a product called "Spectro." This comes in 10, 20, and 30 weights and a quart costs all of \$3.50. Charles says it worked on his car: the "knee-actions" stiffened up like salt water taffy. (I believe the original provider of this tip was Mike Adler #104.) It is worth carrying a quart in your trunk on tours of any length.

DISTRIBUTOR BREAKER PLATE REPAIR BY A. A. ("TONY") WEISS (#647)

Armed with the information on distributors in Vol. VI, No. 2, I recently did a more complete rebuild of a distributor than I had ever tried in several decades of amateur "tinkering." I was rewarded by finding a minor problem before it became major.

The problem was a "notching" of the breaker plate rotation. The three ball bearings had scoured holes in the bearing races affixed to the breaker plate. How to fix?

An obvious solution would be to grind out the pitting. I later found this to be an alternative used by professional rebuilders, who have the tools necessary to produce the correct race radius. Without those tools, it seemed infeasible for me. The preferred repair, of course, would be a new breaker plate. What fun, I thought, to tell the man at the parts counter: "I'd like a 1865968 Delco-Remy distributor breaker plate." I did just that.

The parts man appeared unfazed by this. He returned from the back room and suggested a Delco-Remy Service Package 1913500, which consists of a breaker plate and conversion from steel balls to phenolic plastic guide shoes, plus instructions. Since he was "stock-out" of the Delco kit, we settled on an "aftermarket" Sorenson DR-210.

I have included a copy of the instructions for Service Package 1913500.



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1953

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INSTRUCTIONS FOR DELCO-REMY SERVICE PACKAGES No. 1913500 AND No. 1914446

Delco-Remy Service Packages No. 1913500 and No. 1914446 contain parts necessary for replacing the original ball bearing circuit breaker plate as used in many 8 cylinder, clockwise rotation, Delco-Remy distributors. Make replacement as follows:

Remove rotor. Disconnect and remove vacuum unit. Disconnect low tension lead at bowl wall, and remove insulated terminal assembly. Remove ground lead and spring clip assembly. Rotate breaker plate clockwise by hand until ball bearings coincide with half-round vertical channels in bowl wall. Lift out old breaker plate assembly with ball bearings. Make sure that track and vertical channels are clean. (When using Package 1914446, condenser, contact points, and leads must be transferred from old plate to new plate before proceeding.) Set in new breaker plate assembly in same relative position as old assembly with condenser nearest to vacuum slot. See Figure 1.

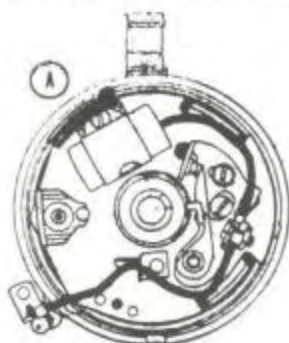


Figure 1

Rotate plate into position shown. Insert molded bearing at "A" so that half-round key on back of bearing engages ball track and vertical half-round channel in bowl wall.

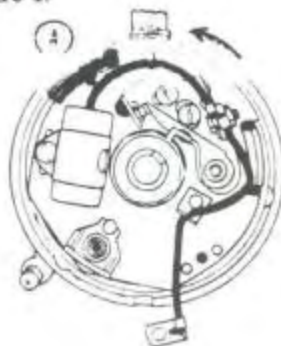
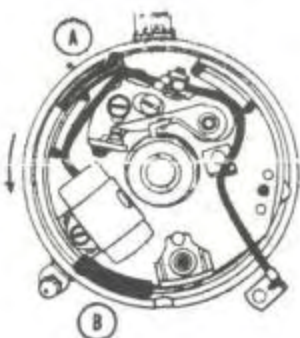


Figure 2 →

Hold bearing in place at "A," and rotate plate counterclockwise until ear engages bearing as shown.



← Figure 3

Rotate plate counterclockwise until second molded bearing can be inserted at "B."

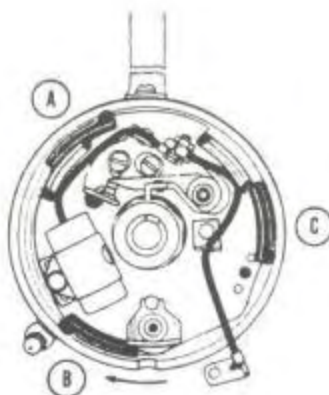
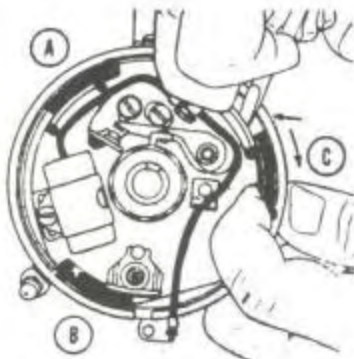


Figure 4 →

Rotate plate clockwise until spring ear engages bearing at "B" for approximately 1/4 inch. Then insert third molded bearing at "C" as shown.



← Figure 5

Hold molded bearing in place at "C," and pry plate sidewise against spring ear until third ear can be pushed clockwise onto bearing.

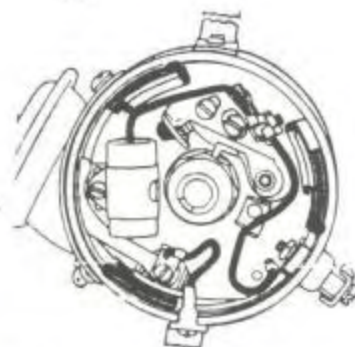


Figure 6 →

Remount vacuum control, reassemble insulated terminal and connect low tension lead. Attach spring clip assembly and ground lead.

When reassembly is complete, advance plate by hand to make sure that it rotates freely and without interference. Note especially the clearance at vacuum arm, condenser, and vacuum unit mounting screws. Correct any interference found. Adjust point opening to .016 inch. Apply a trace of Delco-Remy Cam and Ball Bearing Lubricant to breaker cam and to rubbing surface of each molded bearing. Put 1 to 2 drops of light engine oil on breaker lever pivot post. Install rotor.

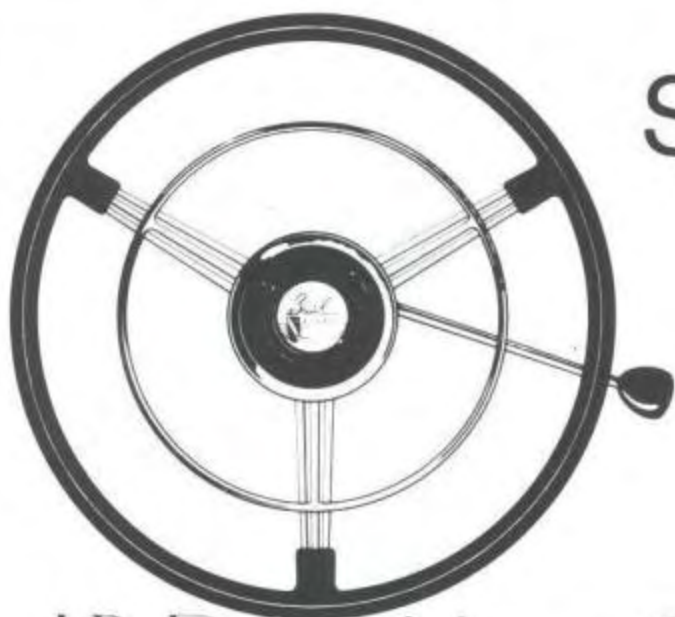
DELCO-REMY DIVISION
GENERAL MOTORS CORPORATION
ANDERSON, INDIANA

ENGINE PAINT

Based, he says, on 30 years' observation of '38 Buick engines, David Bylsma (#117) came to the conclusion that the Lauren Matley "engine green" paint formula we have published three or four times is slightly off. Comparing Matley - formula paint with some original parts in good condition, David decided it was a bit too light and too green. Some experimentation with increase in the amounts of blue and black in the formula produced a color David thinks is closer to the original. Here are the two formulas, each of which will make one quart of DuPont IMRON, a polyurethane enamel:

	<u>Matley</u>	<u>Bylsma</u>
559-U Blue	357½	377½
561-U Green	617½	617½
548-U Yellow	682½	682½
536-U Red Oxide	780	780
559-U White	812½	812½
535-U Black	832	877

You pays your money and takes yer choice on this. The Editor has no opinion, except that either is doubtless a better match for the original than the Bill Hirsch paint. (The Hirsch paint, however, is now so widely used that it has come to be accepted as "right.") As I have said before, colors present perhaps the most difficult of all authentication problems, because there is no absolute standard of measurement. An engineering drawing of 50 years ago enables us to duplicate with complete precision the part depicted; no such precision is possible with paint.



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CARS FOR SALE: 1937 Century convertible coupe model 66-C and 1937 Century sport coupe model 66-S. Excellent, near rust-free bodies on both cars. Neither running, but both are solid, restorable cars. Many NOS parts, and much chrome has been done. Both have dual sidemounts. \$19,500 for both. LANNY McCASLIN (#88). 8216 Via De Lago, Scottsdale, AZ 85258. 602/991-0161.

1938 Buick Century Model 61 with sidemounts.
83,XXX Original Miles, 5th owner, California car.
Rebuilt Engine with insert rods, new clutch, paint,
interior, generator, VR-6 regulator and more. All
receipts. Asking \$12,500. Kevin Donohue BCA #9860,
1937-1938 Club #267, 22421 Silver Spur El Toro, Ca.
92630. Call 714-586-6908 6-9 pm Calif time or leave message.

CAR FOR SALE: 1938 model 46 business coupe. An excellent tour car. New paint, WWS, running boards, steering wheel. Heavy duty battery. Plus other improvements. \$7500. WAYNE S. BURTON (#587). 412 West State St., Princeton, IN 47670. 812/385-5112



CARS WANTED



1938 Roadmaster or Century four-door trunk back sedan, model 81 or 61. Must be at least complete and running, prefer good original or restored, not for show but to drive. Money is burning a hole in my pocket! CURT BROHARD (554) 1084 Gardenia Terrace, Alameda, CA 94501; days 415-523-7220 evenings 415-521-4299

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38	Air Cleaner	45.00
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38	Cylinoide	25.00
38	Starter with Cylinoide	55.00
38	Starter	40.00
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38	Oil Pump	25.00
38	Fan	10.00
38	Pistons	5.00 ea
38	Piston Conecting Rods	5.00 ea
38	Lifters	2.00 ea
38	Camshaft	35.00
38	Rocker Arm & Shaft	40.00 set
38	Crankshaft	45.00
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Call Between 5:30PM & 9:30PM Eastern Standerd Time, Mon. Thru Fri.,
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38	Parking Light Parts	Make Offer
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38	Rear License Plate Brackets	10.00
38	Running Board Brackets	(Special & Century) Make Offer
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38	Nose Grill & Radiator Suport	(Special & Century) 25.00
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38	Tail Light Lens		20.00 ea
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38	Headlight Chrome Ring (N.O.S.)		85.00 set
38	Master Cylinder (N.O.S.)	(Century)	50.00
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38	Front Wing Vents	(Special & Century)	45.00 set
38	Windshield Wiper Motor	(Century)	20.00
38	Windshield Wiper Motor	(Special)	20.00
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FOR SALE: 1937 Stromberg AA-1 carb plus choke (40-series); used
and may need rebuild. \$150. DAVE LEWIS (#237). 3825 South Second St.,
Springfield, IL 62703. 217/529-5290.

USED UNLESS NOTED

1937 40-60 series trunk back body molding set, includes hood sides
but not cowl...\$50. 1937 40-60 series cowl molding, left only...\$5.
1938 40-60 series cowl molding, right only...\$5. 1938 series 80
cowl molding, right only...\$5. Some 1938 series 40-60 body moldings,
send dimensions for prices. 1937-38 left headlight lenses...\$10 each.
1937 series 40-60 center trunk lens...\$10. 1937-38 series 40-60 dome
light lens...\$5. 1938 series 40 intake & exhaust manifold assembly...
\$50. 1937 & 1938 headlight buckets-no inner parts-no rust...\$5 each.
1938 series 80 rear axle shafts...\$25 each. 1938 series 80 hood sides
...\$25 each. 1938 series 80 rear foot rest rod & one bracket...\$10.
1938 series 80 front stabilizer bushing rods (new)...\$5 each. Write
for more details. Shipping extra on all parts. BOB PIPKIN (#76).
2516 62nd S.E., Salem, OR 97301. 503/363-4712 eves.

1937 series 80 rear bumper restored to show quality by Custom
Chrome, Grafton, Ohio. This is a 2-hole "Series 1" type ; i.e.
outer bracket bolts to clip welded to rear side of bumper bar.
I wish only to get back what I've spent on this. \$405 plus ship-
ping firm. (Receipts available.) DAVE PAULISIN (#704). 3514 Darcy
Drive, Birmingham, MI 48010. 313/531-7800; 313/540-3562.

1937 series 60: 2 front fender braces...\$25 each. 1937 series 40-
60: pair tail light units (no lenses) for a coupe, sandblasted &
painted Chancellor Blue...\$30 pair; dash defroster plugs, very
rusty but can be used as template...\$2 pair; rear bumper, needs
plating...\$40. Shipping extra. DAVE PAULISIN (#704). 3514 Darcy
Drive, Birmingham, MI 48010. 313/531-7800; 313/540-3562.

1938 40-series:

Radiator reconditioned.....	\$85.00
Radiator, very good original...	40.00
Gas tank.....	75.00
Clocks (3).....	30.00
Gas pedal-like new.....	8.00
Inside door handles..... each	4.00
Steering wheel complete with center & ring.....	65.00
Horn medallion & bezel.....	20.00
Bezel only.....	4.00
Radio grille.....	18.00
Complete vent window & crank- chrome very good.....	42.00
NOS voltage regulator.....	30.00
Engine splash pans.....	28.00
Rear inner fenders-sandblasted & painted (small).....	8.00
Rear inner fenders (large).....	14.00
Complete tail lites.....each	18.00
Tail lite lens.....	8.00
Trunk handle assembly.....	25.00
Trunk handle only.....	6.00
Fender lite complete.....	14.00
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Sedan trunk hinges.....pair	8.00

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NOS DELCO front shocks.....	135.00
NOS '37 tail pipes	28.00
Pair rear glass for sedan.....	16.00
Windshield outside molding- center.....	4.00
Oil dip sticks.....each	1.50
Radio fillers (3 pr) mint.....	12.00
Radio fillers (3 pr) good.....	6.00
Fisher emblem.....	3.00
Ground cable.....	4.00
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Dome lite.....	12.00
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ALL 1937

Assist strap brackets.....	\$2 ea
Hood handles-need plating....	5
Steering post bracket & ignition-needs work.....	6
Outside door handles (3, 1 with lock, no key).....	6 ea
Inside handles (2); window cranks (3).....	5 ea
(All handles need plating)	
Pair of horns, OK.....	15
Thermostat housing, 1 each 40 and 60.....	8 ea
Parking brake handle, (40)....	7
Gas tank filler neck (40, 60)...	12
Floor plate between brake & clutch pedals (40).....	10
Instrument cluster-no temp gage line.....	25
Glove box door with clock- rough surface.....	15

Bumper horns.....	7 ea
Map lite cover.....	5
Wiper motor & one arm (40)...	10
Oil filler caps.....	2 ea
Breather pipe.....	10
Rear bumper (40-60).....	30
Trunk spare hold-down.....	10
Spark plug cover (40).....	30
Battery compartment cover....	15
1 headlight rim-good.....	10
Heater core, probably OK.....	25
Rear bumper splash pan-needs straightening.....	15
Speedo cable.....	10
Steering column & gearbox (40)	50
Parting out series 40 engine- write needs	

ALL PRICES PLUS 10% SHIPPING.

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Fall River, MA 02720

FOR SALE: Pair of 1938 New York license plates: "6S-23" Very good original condition. \$25 plus 10% postage. AARON ROOT, 71 South Pollard Drive, Fulton, NY 13069. 315/592-4373.

1938 RADIO MANUAL. Nice reproduction of the original. Still have a few left. \$5.00 ppd in U.S. PAUL CUSANO (#52). 266 Passaic Ave., Hasbrouck Heights, NJ 07604. 201/288-1519.

Complete set TORQUE TUBE--Vol. I, No. 1 to date. 55 issues. \$55.00 plus shipping. LEO AMARANTES (#105) 66 Haskell St., Fall River, Mass. 02720.

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STEERING WHEEL AND HUB (NO PLASTIC) GOOD FOR RECORE \$35.

MARVEL CARBURATOR MODEL # BD-1 WILL ALSO FIT 1934 MODEL 40

LOOKS TO BE VERY RESTORABLE \$25

HORN RING (VERY GOOD CONDITION)\$45.

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THIS LOOKS VERY RESTORABLE \$25.

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SPARK PLUG WIRE BRACKETS AND CLIPS \$5.

REAR VIEW MIRROR (GLASS OK - BUT NOT PERFECT, BACK RUSTY)\$8.

(PLEASE ADD 15% For SHIPPING.)

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37 Choke Cable	30.00
38 Starter Switch That Mounts On The Automatic Choke	20.00
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Call David Bylsma #117 in Maryland (301) 551 - 7236

1 1937 owners manual (repo)	\$5.00	17 valve guides -used	"	.50 ea
4 wheel kits-1'1/16 rubbers	1937 \$5.00	7 intake/7exhaust valves -used	"	1.00 ea
1 set pedal pads-new	" 3.00	1 timing gear & sprocket- used	"	20.00
1 set plug wires-old	" 3.00	4 pistons/3-20over-1/30 over	"	2.00 ea
2 choke cable covers- new	" 4.00	(excess ship costs returned)	all +shipping. 20 %	
1 fuel pump-40 ser. -used	" 5.00	all the engine parts in good condition		
1 dimmer switch - new	" 5.00	when taken off the car.		
2 front brake hoses- used	" 3.00	Curt Schlueter #95		
1 upper oil line-15"- used	" 3.00	18510 Homewood Ave.		
2 sets chrome valve caps-new	" 1.25	Homewood, Il. 60430		
1 set chrome wind breezes -new	" 4.00	312-798-0663		
1 pattern for leather shift linkage	" 1.00			
2 pair tie rodends - ea47 - used	" 10.00			
6 rods (12960588) -used	" 10.00			
16 outer valve springs-used	" .50 ea			



PARTS WANTED



WANTED: Stromberg AA-2 carb plus choke ('37); Stromberg AAV-2 carb plus choke ('38); '38 80-90 series wheel; '38 80-90 series left front engine splash pan; '37 60-series left engine splash pan. DAVE LEWIS (#237). 3825 South Second St., Springfield, IL 62703. Call 217/529-5290, 9 AM-9PM, CST.

38 Buick Parts Wanted

Rear center bumper guard that folds down
Bracket that holds up the air filter
Front motor mount metal

Heater (dose not have to work)

Call or write: David Bylsma

7747 Siden Drive Hanover, Md 21076

(301) 551 - 7236

WANTED: For '37 66-S: left tail light with license holder; hood center strip; right rear quarter stainless belt molding; new or excellent running boards; excellent steering wheel; 15" wheels. GLEN BORCHARDT (#701). 824 19th St., Windom, MN 56101. 507/831-2480.

WANTED: For '37 66-S: 3.9 ring & pinion; 4-15" wheels; fr & rr bumper guards; gas tank; transmission cross-member & mount; CENTURY name plates for hood louvers. AL ANDERSON (#723). 780 Lakeview Dr., Lakewood, NJ 08701. 201/370-1422.

WANTED: NOS 1937 40-series cylinder head casting #1289261; 1938 speedometer drive gears #1304218, 1304219 or 1306679 for 3.9 rear end. PAUL CUSANO (#52). 266 Passaic Ave., Hasbrouck Heights, NJ 07604. 201/288-1519.

WANTED: 1937 choke assembly for AA-2 carb; jack & handle; vacuum starter switch Delco-Remy #1607. DAVID PAULISN (#704). 3514 Darcy Drive, Birmingham, MI 48010. 313/531-7800; 313/540-3562.

WANTED: 1937 80-series rear bumper--the type where the bumper bolt goes through (i.e. 4 holes in all)--not the one with the clip welded on the rear of the bumper bar. Also gravel shield to fit same. Any condition except hopeless. My rear bumper is the wrong damn one and I want to beat Clint Preslan at this year's BCA NATIONAL --HELP. (Sorry, Clint, could not resist.) BILL OLSON (#427). 842 Mission Hills Lane, Columbus, OH 43235. 614/436-7579 home; 614/687-3041 ofc.

WANTED: For 1937 model 40-C: upper rear spring shackle bolt, part # 1296333; spark plug cover; sunvisors and brackets; rear door folding channel or source for re-manufacture. BILL ROSE (#708). 150 Bungalow Ave., San Rafael, CA 94901. 415/456-0127.



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Engine Supports

- ☐ Pad, front engine support. Replaces #1271631. Most models. Upper only 2/car B-0229 \$19.50/pr.
- ☐ Pad, engine support, front, lower, as required. Revulcanization service only for #1295255 & #1305582. Send in your old cores and allow 3 weeks. All models, lower. B-0234 \$56.50/pr.
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- B-0235 \$93.00/pr.
- ☐ Support, engine, rear. Revulcanizing service. Replaces #1297662. Your original steel parts cleaned, blasted, and remolded to new rubber. Be sure to send in both parts of each mount. Allow 3 weeks for this job. Series 80 and 90.

- B-0256 \$93.00/pr.
- ☐ Insulator/support, engine, rear at bell housing. Replaces #1297663. New rubber vulcanized to your old steel core. Send in cores and allow 3 weeks. All Series 80.
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- ☐ Pad, accelerator pedal. Replaces #1304152. Rubber flanges all around as original to fit over pedal carcass.
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Clutch & Brake Pedal Pad

- ☐ Pad, brake and clutch pedals full slip-over type as original. Replaces #1257590, #1294779. Fine detail. Series 80, 90.
- B-0049-A (BLACK) \$22.50/pr.
- ☐ Pad, clutch and brake pedal. Replaces #49372. Fine detail. Series 40 & 60.
- B-0054-A (BLACK) \$15.00/pr.

Transmission Mounts

- ☐ Pad, transmission mounting upper and lower. Replaces #1305964 upper, and #1302573 lower. Revulcanizing service only. Send in your original steel plates and tube and we will revulcanize with top quality rubber to new condition. Allow 3 weeks. Series 40 only.
- B-0312 \$44.00/set
- ☐ Pad assembly, transmission support, lower. Replaces #1302573. Revulcanizing service only. New rubber vulcanized to your old steel core. Send in old plate and sleeve and allow 3 weeks. All Series 40.
- B-0296 \$22.50/ea.

- ☐ Insulator blocks, transmission support, upper and lower. These blocks aren't vulcanized to steel, but are installed in shells at time of assembly like original. Replaces #1305236, 1304840, 1310645, 47, Series 60, 80, 90.

- B-0335 \$24.75/pr.

Bumper Grommets, Front

- ☐ Grommets, front bumper, right and left. Replaces #1299430-1, beautiful copy. Series 40 & 60.
- B-0041 \$30.50/pr.
- ☐ Grommets, front bumper. Replaces #1299408, fine reproduction. Ser 80 & 90.
- B-0056 \$24.75/pr.

Bumper Grommets, Rear

- ☐ Grommet, rear bumper. Replaces #1304433, hollow construction for good fit, fully detailed. Series 40, 60.
- B-0126 \$39.25/pr.
- ☐ Grommets, rear bumper. Replaces #1304592-3, original hollow construction, excellent copy. Series 80, 90.
- B-0055 \$39.25/pr.

Running Board Matting

- ☐ Runningboard matting. Special original design, molded in solid aluminum molds, right and left. Size includes stock for apron riser and outer radius. Some splicing necessary. Subject to batching. Series 40.
- B-0145 \$357.00/set

Windshield Gasket

- ☐ Vulcanized windshield weatherstripping channel. Series 40 and 60 convertibles without reveal molding. Order C-0159 gasket separately.
- C-0601 \$48.25/ea.

Division Bar Gasket

- ☐ Gasket, windshield division post, inner and outer, also acts as retainer for outer division bar chrome, molding. Steel core, threaded as original for screws. Many models.
- C-0159 \$23.75/set

Cowl Vent Gasket

- ☐ Gasket, cowl vent. Replaces #4081958. Perfect copy of original, not a sponge substitute, top quality material. All.
- C-0143 \$15.25/ea.

Front Vent Window

- ☐ Vent window weatherstrip. Series 40 & 60.
- C-0038-G \$66.50/pr.
- ☐ Vent window weatherstrip. Series 80 and 90 convertibles.
- C-0038-C \$71.50/pr.

Convertible Front Bow

- ☐ Weatherstrip, front bow-to-windshield, outer, right and left, molded with end hook, screw holes and clearances. Convertibles.
- C-0138 \$44.00/pr.
- ☐ Weatherstrip, front bow-to-windshield, inner, right and left, superior copy.
- C-0157 \$41.75/pr.

Convertible Roof Rail

- ☐ Tape, bowdrill cloth, pressure sensitive, for covering conv'l. side window weatherstrip such as C-22A. Water & sunproof, in black or tan. Specify color. In 2-1/2" X 5 ft. roll.
- C-0027-A (Black) \$5.75/ea.
- C-0027-B (Tan) \$5.75/ea.
- ☐ Tape, bowdrill cloth pressure sensitive, for covering convertible side window weatherstrip. Water and sunproof. Available in black or tan, in 5" widths. 5 ft.
- C-0765-A (Black) \$12.75/ea.
- C-0765-B (Tan) \$12.75/ea.
- ☐ Weatherstrip, side roof rail, fits into metal channel retainer. Conv'ts. See C-0027 for cloth covering. Sold in 12 ft. lengths only. Cut lengths not returnable. This is the original type roof rail weatherstrip, although occasionally replaced with a different substitute.
- C-0022-A \$45.00/ea.

Convertible Misc. Parts

- ☐ Bumpers/pads, center body removable pillar. Replaces #4075516 and #4081516. Steel core, 4 piece set. Models 40C and 60C.
- C-0248 \$82.00/set
- ☐ Pads, for bottom of folding post or body, steel core as original, screw held. Series 40 and 60 convertibles.
- C-0279 \$30.50/pr.
- ☐ Clip, weatherstrip fastening. Replaces #4081540. Front bow to windshield, for holding C-138 & C-157 in place. Approximately 30 per car. Cadmium plated, fits rectangular clearance, for 1/4" hole.
- C-0527 \$1.00/ea.
- ☐ Bottom pads, convertible top roof center bow. Replaces #4075497. 3/4" O.D. for 1/2" diameter bow. Styles 4449, 4649, 4849.
- C-0205 \$10.75/pr.
- ☐ Pads, detachable centerpost, upper and lower, steel core. Replaces #4082948. 1-3/4" X 4-3/8". 4 piece set. Series 80.
- C-0295 \$124.00/set

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